

: 2223
.C71
Copy 1



ALL SOUTH AMERICA

THE COLIVER TOURS

NEW ENGLAND HIGHWAY BUSINESS

BOYLSTON NATIONAL MOTOR FREIGHT

GENERAL CARGO TRUCKING

The Colver Tours

(Away-from-the-usual)

OF ALL SOUTH AMERICA

A TRAVEL NOVELTY

The Colver Tours Company was the Pioneer in this new play-field of the traveler, having, in Nineteen Hundred Five, announced The First Tour of South America

THE HIGHEST POSSIBLE PLANE OF TRAVEL

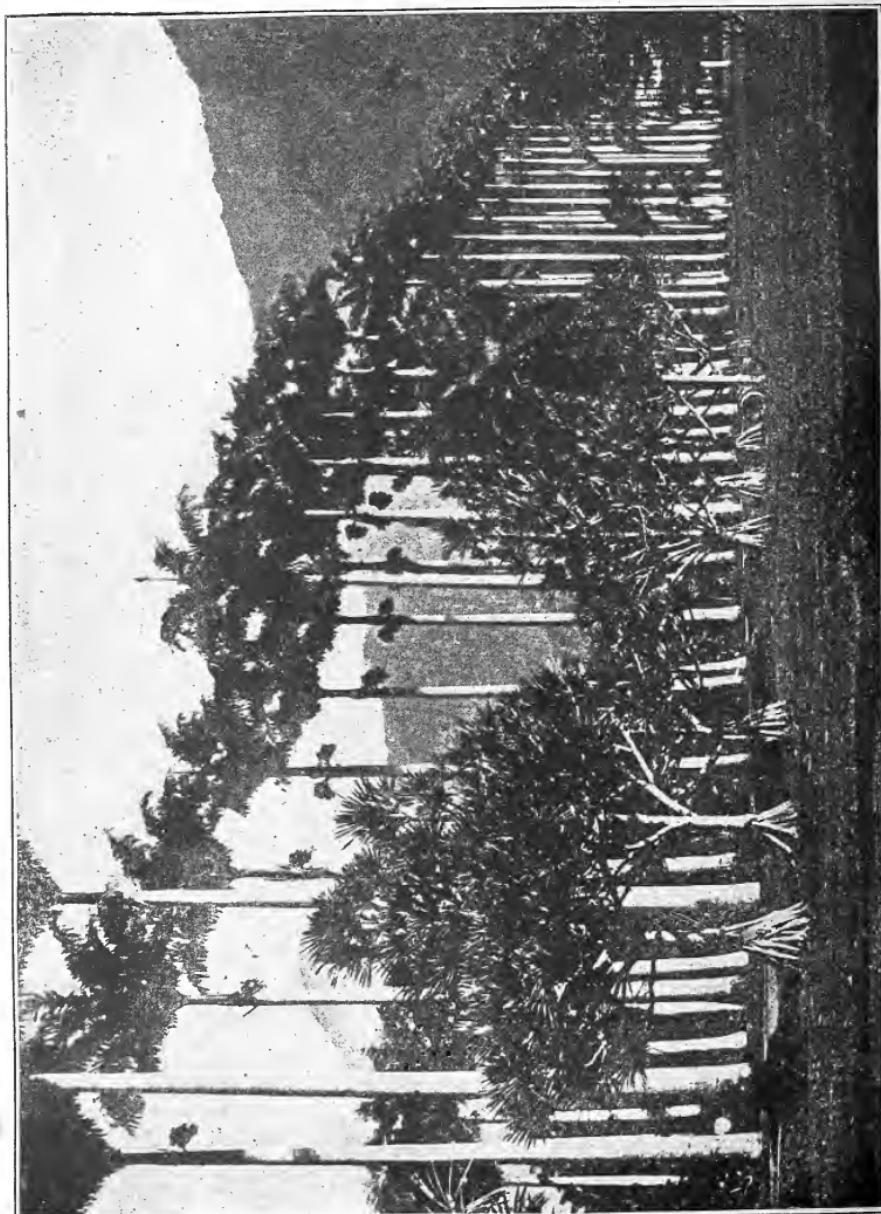
EXCLUSIVE ENVIRONMENT

The Colver Tours Company

368 BOYLSTON STREET, BOSTON

Correspondents in Pernambuco, Bahia, Rio de Janeiro, Montevideo, Buenos Ayres, Rosario, Valparaiso, Lima, Panama and Port Antonio.

Q 71



The Avenue of Palms.

98606



FOREWORD.

To take a trip to Europe has become one of the commonplaces of life. Of late a visit to Japan and a tour around the world have become the mode and have seemed the *ne plus ultra* in travel. But all is not yet said. A few years more and the query will arise: Have you been to South America? Do not then feel content in the thought that you have seen the whole world, while one half of it, the Southern Hemisphere, is still unexplored!

The Colver Tours Company, in Nineteen Hundred Five, announced the first tour of all South America ever planned by any travel agency and were thus the pioneers in this delightful and novel field for the pleasure seeker, which is now attracting very general attention amongst travelers of the *advanced class*, to whom this little book makes its appeal.

Do you know that on the other side of the equator there is a city of a million inhabitants, which in appearance will bear comparison with the capitals of Europe and in some respects will *surpass* any of our own cities? That there are nations whose size, resources, and present development entitle them to the respect and attention of the whole world, that there is scenery more magnificent than any which this country or Europe affords and that there are comfortable, oft-times luxurious means of travel?

Mr. John Barrett, formerly American minister to Argentina and Panama, and recently minister to Colombia, makes the following declaration: "I would that it were in my power to divert a small part of our travelers for pleasure and observation from Europe and Asia to South America, and particularly to Argentina, Chile, and southern Brazil. A diversion of study and investigation of this kind would exert a mighty influence in educating the North American people to a realization of the fact that we should devote more time and energy to making the intimate acquaintance of our Latin neighbors. It would demonstrate how ignorant many of us are of what Latin America can do and is doing under favorable conditions of temperate climate and national wealth. It might teach some critics of Spanish America to remove the 'beams' from their own eyes before they point out the 'motes' in those of their southern neighbors."

So to **the tourist** who is in search merely of pleasure and novelty, to the traveler who desires more breadth of view and some real knowledge of our



friends below the equator, and to the **business man** who would look over a field affording many opportunities for the development of trade and commerce, this tour to South America offers an unrivalled opportunity for pleasure, education, and profit.

The **Colver Tours** are now fully understood to be in a class apart in the business of travel and it is only necessary to say that this remarkable Tour of all South America will be carried out on the same high plane as our journeys to Japan and Round the World.

The tour is limited to about ten members so that prompt application for membership, with the usual Fifty Dollar deposit, is necessary.

"THERE AND BACK."

To sail o'er southern seas is a delight-giving thing. With agreeable companions, comfortable staterooms, a generous table, balmy days and moonlit nights the time from New York to the first port of call will seem very short.

BRITISH WEST INDIES.

A charming diversion will be afforded by a call at **Barbados**, one of the most interesting of the Windward group. A few days later we are in

BRAZIL.

Pernambuco is more properly called **Recibe**, the name derived from an immense coral reef which, surmounted by a stone wall, forms a splendid harbor. A few hours among the strange sights of this tropical city with more than one hundred thousand inhabitants will be keenly enjoyed. The picturesque old Dutch settlement of Olinda will be visited, as well as Magdalena, San Antonio and Boa Vista.

Two days later we pause at **Bahia**, the second largest city in Brazil, a famous diamond market, and one of the greatest marts of sugar. A pecul-



The Colver Tours

Away-from-the-usual

arity of **Bahia** is its gaily colored houses; another is that the many negroes here resident are on an absolute political and social equality with the whites. Campo Grande and Victoria will be visited and the Ascensor taken to the Upper Town.

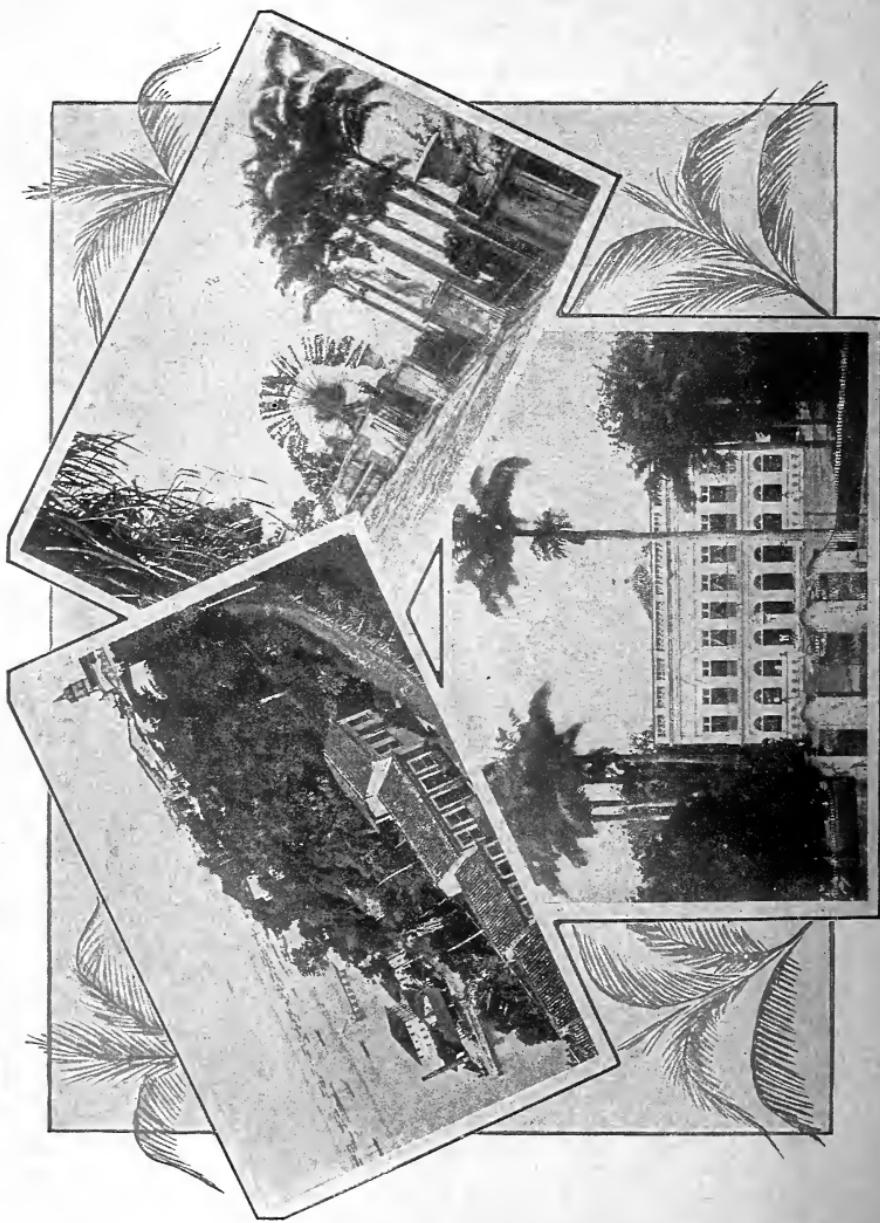
Three days later we sail into the wondrously beautiful Bay of **January**. Always it is compared with the Bay of Naples or the harbor of Sydney, and always to its own advantage. Eighty miles in circumference, the bay is dotted with emerald islands of enchanting beauty encompassed with glorious mountains. **Rio di Janeiro**, a great city of 700,000, is beautifully situated upon twice as many hills as were the boast of Rome, while seven times as many summits stand guard around.

Some days shall we tarry amid these charming scenes. The beautiful parks and plazas, the palatial residences and gardens, the fine public buildings and old palaces, the cathedral, and other handsome churches will demand our attention. The drives include visits to the City Hall, the National Museum, the Library of 200,000 volumes, the Academy of Fine Arts, the Race Course, the Cathedral, Market, Government Buildings, Zoological Gardens, Botofogo, and the Mint. The last is unique in character, printing revenue and postage stamps as well as money and having in connection with it a charity where hundreds of poor boys have been educated. This building cost a million dollars; the printing office half as much. The principal street, the Rua do Ouvidor, is called one of the most interesting thoroughfares on the globe.

The excursions will include Tijuca, Santa Theresa, the island of Paqueta, Corcovado by rack railway, a trip through the charming suburban districts by Government Railway, and, of course, the famous Botanical Garden. This is one of the most remarkable in the world, considered second only to that at Buitenzorg in Java, and is a fascinating spot. Here are rare treasures from foreign lands with a multitude of specimens of native flora. A magnificent avenue of royal palms extends nearly half a mile from the entrance, with an archway of green a hundred feet above.

A visit to **Petropolis**, the **Versailles of Rio**, will be a feature of the visit. The journey thither of twenty-five miles, first across the bay and then by train up the hills to a height of 2,800 feet is no less delightful than the city itself — the summer capital of Brazil and the permanent residence of the diplomatic corps, where from December to May there is a continual round of gaiety amid scenes of entrancing beauty.

Typical Tropical Vistas.





Leaving Rio by Royal Mail steamer we stop next day at Santos, famous as a great coffee outlet. The usual carriage drive will include the Ypiranga Museum, and an excursion will be made to São Paulo.

URUGUAY.

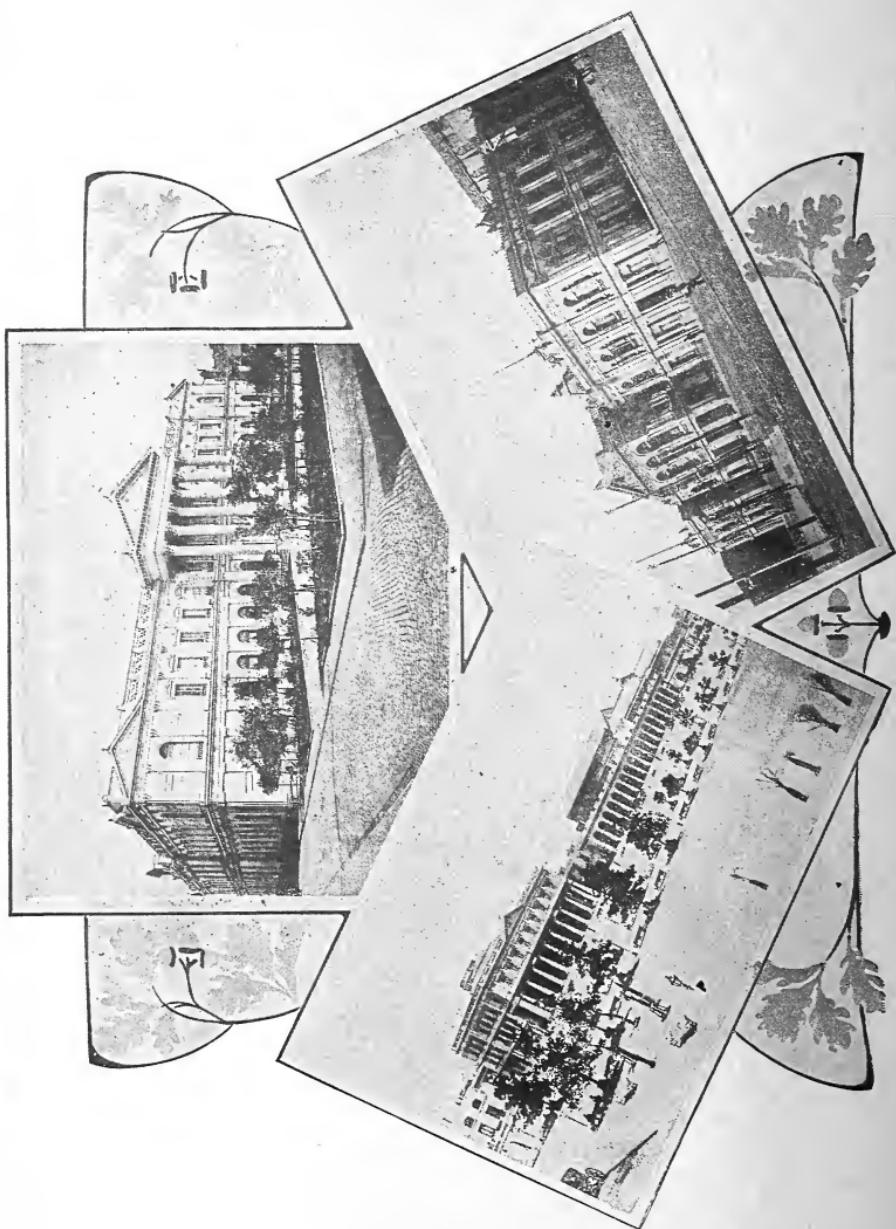
Three days more sailing, and, leaving the tropics behind, we arrive at Montevideo, the capital of Uruguay, with a population of several hundred thousand. Like Rio de Janeiro, this city has much scenic beauty, but with its broad streets, its massive granite architecture, its buildings of Italian marble, its National Theatre, perhaps the handsomest modern building in South America, the Cerro, the Parks, its Campo Santo, a unique necropolis by the water's edge, its Avenue Julio, the finest in the Southern Hemisphere, its beautiful suburbs, lovely gardens and tasteful villas, it has become worthy of its natural advantages, and the carriage drives including all these features will give an unusual degree of pleasure.

ARGENTINA.

The night sail from Montevideo up La Plata to Buenos Ayres is made in luxurious steamers, which may remind us of those on Long Island Sound; but here a dinner of twelve courses, with a bunch of flowers at every plate, is included in the fare.

Now we have reached the greatest city under the Southern Cross, a city cosmopolitan in character, in appearance comparing favorably with the capitals of Europe. It will surprise many people to learn that the streets well lighted and paved, the street-car system, the telephones and electric lights, the sewerage and water-works are said, by Mr. Barrett, to be equalled, on the whole, by no city in the United States. Although inferior in location to Rio and Montevideo, Buenos Ayres is called one of the handsomest and most prosperous cities in the world. Upon the banks of the river, here twenty-eight miles wide, have been constructed a series of levees, an immense break-water, and five great basins for the accommodation of the shipping

Government Buildings.

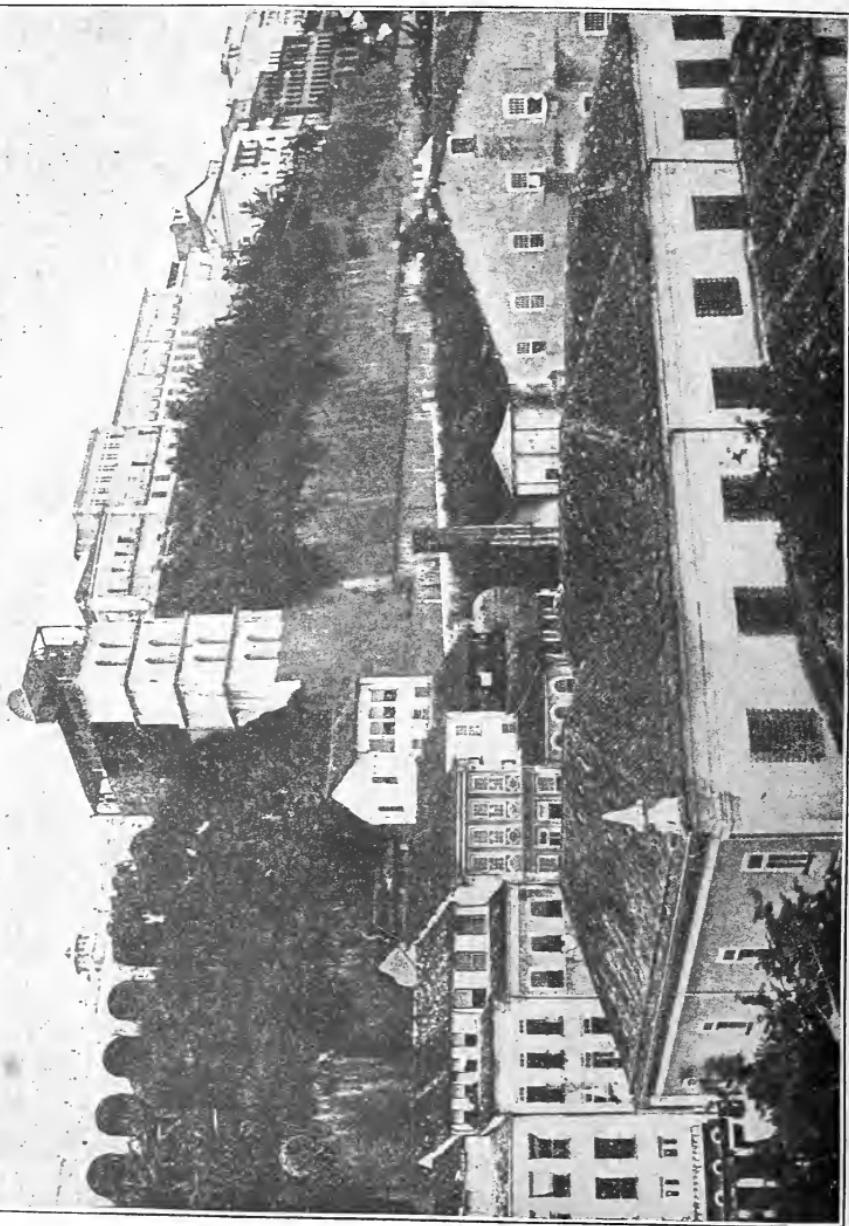




which comes from all quarters of the globe — enough to bring more than four hundred and fifty million dollars' worth of goods, a larger commerce than that of either China or Japan. On the four corners of one of the principal streets are four banks whose combined capital is larger than that of any four banks in New York City. At the stock exchange the excitement and speculation rival Wall Street. A group of Government Buildings cost \$600,000,000. The ride around the city is as far as from Baltimore to Washington. The Park of Palermo encloses 840 acres of forest and garden. There is an extraordinary display of fine carriages, on Sundays and Thursdays easily numbering a thousand. Of stores and business establishments there is a greater number than in any city of the United States — so says Frank Carpenter. There are great daily newspapers, one of which, *La Nacion*, has the finest illustrations of any daily in the world, while *La Prensa* has the most complete and costly newspaper building used exclusively by the paper. The people are intelligent and energetic, the women bright and beautiful. Carriages will be taken to all things and places of interest, among which may be noted the Botanical and Zöölogical Gardens, Avenida di Mayo, Paseo de Julio, Calle Florida, Plaza Victoria, Palermo, "La Prensa," the Cathedral, the Jockey Club, the Race Track, Museums, Art Galleries, Parque Lezama, Recoleta, Belgrano, the immense Wool Market, the Market and Church of Santo Domingo, and Riachuela. Excursions will be made to the model city of La Plata, and to Le Tigre.

A trip will also be made to **Rosario**, 200 miles distant, the centre of the cattle industry. It may surprise some citizens of our middle-western metropolis, to hear that Argentina has the largest abbatoirs in the world. We pass ranches of great extent; many have an area of from twelve to forty square miles, others 300 square miles, supporting 60,000 sheep, 40,000 cattle, and 10,000 horses. The return is made on one of the beautiful Paraná and La Plata River steamboats.

An "Ascensor."





FALKLAND ISLANDS AND STRAIT OF MAGELLAN.

Now it is time for a change from the great plains of Argentina, and, after a return day's visit to Montevideo, a steamship of the Pacific Steam Navigation Company is taken for the West Coast of the great continent via the Falkland Islands and the Strait of Magellan, stopping at Port Stanley.

CHILE.

At **Punta Arenas**, Chile, in the Strait, we shall be in the "farthest south" city in the world, "beating" Cape Town by twelve hundred miles, and the Strait shows scenery probably rivalled in its kind only by the Inland Sea of Japan and the Fjords of Norway.

A stop is made at **Coronel**, giving an opportunity to visit the remarkable under-the-sea coal mines, and then we leave the ship at **Talcahuano, Chile**. Here begins a railway journey of nearly four hundred miles through the beautiful valley of central Chile, which, apart from its appeal to the eye, is interesting as the land of the Arcadian Indians, who alone of all the native races successfully repelled the Spanish invaders. At the end of the day's journey we arrive at **Santiago**, the capital of Chile, which, though but one third the size of Buenos Ayres, is no less attractive to the traveler, and it may be mentioned that, with those of the Argentine metropolis, its hotels are claimed to be as fine as any in the world. In the heart of the city a barren rock, called Santa Lucia, has been converted into a vineclad pleasure resort of picturesque beauty. The Capitol, Library, University, Astronomical Observatory, Quinta Normal, Museum, Garden, Cathedral, Recoleta, Palaces of Justice, the Alamedas and avenues are all worthy of admiration, and will have our attention during carriage drives which will also include a country excursion to the greatest of the famous Chilean estancias. The excursions will include Mercurio and the great Race Course of Santa Lucia. From Santiago we shall obtain splendid views of **Aconcagua** and **Tupingato of the Andes**, called the highest mountains on this hemisphere,

The Collier Tours

Away-from-the usual

the former having an altitude of twenty-three thousand feet. A fine ride of five hours on the great Trans-Andean Railway brings us to **Valparaiso**, which boasts a beautiful harbor and is the busiest seaport on the west coast. Carriages will, as usual, be taken for visits to all the "attractions" of the city including the National Theatre, the Naval School and the Parks, and the Ascensor will be taken to the upper part of the city for the exceptionally fine view of harbor and town. The excursions will include Vina del Mar, a place attractive because of its fine climate.

Now we begin our sail up the west coast, which is more interesting than the sailing down, since we are always in sight of land and up to **Guayaquil** are daily calling at the various ports, the stops usually including **Coquimbo**, **Huasco**, **Taltal**, **Caldera**, **Chaneral**, **Antofogasta** and **Iquique**. At the latter port those who wish may take the train to the great nitrate beds which have added millions to the wealth of Chile and, indeed, the civilized world. The steamer, in such case, will be regained at **Pisagua**.

Another interesting stop will be made at **Arica**, where was fought the great battle between the forces of Chile and Peru. In less than a week from Valparaiso we land at **Mollendo**, from which point is made a side-trip which is one of the most interesting features of the whole journey.

BOLIVIA.

We take the train, and climbing up from the sea through sandy canons, we cross the desert of Islay where sand dunes and the famous moving sand crescents have their peculiar charm. In the pleasant afternoon sunlight we enter the narrow **Vita Valley** and arrive at the fair city of **Arequipa**, the second in size in Peru. On the lower slope of **El Misti**, a symmetrical volcanic cone 19,200 feet above the sea, both climate and scenery are here delightful. If any are tired of travel they may rest for a week in this quiet town, paying a visit to the Harvard Observatory with its little American colony, perchance patronizing the **Baths of Jesus**, a few miles away.

But all mountain lovers and novelty seekers will take the first train with the Director for **La Paz**, the capital of Bolivia. We have a long day's railroad ride ascending **The Andes** to a height of 14,800 feet, then down to **Lake Titicaca**, 2,166 feet lower. All the next day and well into the night



we sail over the blue waters of this noble lake, long believed to be the largest in the world at so great an elevation — passing the Island of the Sun and having to the east a panorama of ever-increasing splendor; snow-clad giants with the magnificent **Mount Sorata**, where Mont Blanc would be lost among the foot hills.

We continue by rail across the plateau to **Tiahuanaco** and **Alta La Paz**, thence by electric road down the steep slopes of the canon to the strange city of **La Paz**, 1,000 feet below the plain, yet 12,000 feet above the sea, the largest city in the world (population 60,000) at so great an elevation and one of the most picturesque cities on earth. Yet far above to an altitude of 20,000 feet towers snow-clad **Illimanni**, a continual source of delight. The streets, the people, and the Market Place are of unfailing interest. The Indians in their bare feet and split trousers, the cholo women with their gaily colored dresses and numerous shawls, the pretty brown babies, the droves of llamas, a, to us, new kind of burden-bearer — everything is curious and fascinating to the traveler.

A visit to the Market Place, Park, the Bull Ring, an extremely rich gold mine near by and an excursion to a finca down the valley will be a part of the program.

A return visit to **Arequipa** with a visit to the Harvard Observatory will be made on the way to the port of **Mollendo**, where we again embark for a continuation of the up-coast trip to Callao, the port of Lima, the steamer making incidental stops at **Lomas**, **Pisco**, known for the extensive vineyards of its countryside, and **Cerro Azul**.

PERU.

The third day out from Mollendo we disembark at **Callao**, the only harbor on the coast where the steamers go up to the dock. A half hour by electric cars brings us to **Lima**, the capital of Peru, where the fine Hotel Maury will make us more than comfortable, however long we tarry.

Lima, "City of the Kings," which is one of the most alluring of the world's great centres, was founded by Pizarro, whose remains lie in the Cathedral. Carriages will be taken for visits to the Cathedral, House of Inquisition, Art Gallery, the Museum, the College of San Marcus, the old churches,



Street Vendors.



the Exposition Grounds, the Plaza de Toros, and all other things-to-see. The near-by excursions will include Chorillos and Barrancos.

A feature of the stay will be a trip up the **Oroya Railroad**, not only the highest in the world but a remarkable engineering achievement, with bridges innumerable and V's as well, one slope being ascended by means of five tracks one above another.

The scenery is of the grandest description, so that the long day is replete with wonders. **Oroya** is but a village beyond the divide, but a good dinner and bed await us there. We shall continue on by rail next morning to visit the famous **Cerro de Pasco** copper mines, upon which Americans are said to have spent already \$10,000,000, or by carriage down on the other side of **The Andes** towards the tropical country to **Tarma**.

Thence we return to **Lima**, where those who are interested may expect to see a Peruvian bullfight. At the conclusion of our delightful stay in Lima we proceed to Callao and embark again. It should be mentioned, by the way, that these steamers along the coast are exceptionally comfortable, having large staterooms opening on deck and providing an excellent table.

The next day after leaving Callao we stop at **Salaverry**, the port of **Trujillo**, named for his birthplace in Spain by Pizarro. An excursion will be made to the **Gran Chimu**. Other stops on successive days are at **Pacasmayo** and **Paita**, the latter being a great shipping port for "Panama" hats.

ECUADOR.

On the fourth day from Callao we stop at **Guayaquil**, famous for the exportation of chocolate and bananas. Carriages will be taken for a drive to everything of interest.

ISTHMUS OF PANAMA.

Four days later we are due at the city of **Panama**. Carriages will be taken to the Ancon Hospital grounds, to the Cathedral, and churches, into the ruins of old Panama, and an excursion will be made to the Island of Toboga. Naturally we shall give especial attention to "the big ditch"—the famous Culebra Cut, Gatun Dam, and the Bas Obispo and other excavations for the great Canal, but we shall not forget to admire the luxuriant



tropical vegetation and enjoy the many interesting native types. We cross by train to **Colon**, the terminus of the Canal on the Atlantic side, whence we make two excursions, one to San Lorenzo, the old Spanish fort, and another on the Chagres River.

We then sail for

JAMAICA.

Arriving at **Kingston** the second day and proceeding across the island by motor-car or carriage over beautiful roads to **Port Antonio**, where we stop at the beautiful Hotel Titchfield for the night. On the way we go to the Blue Mountains to visit the Government Botanical Gardens.

Then we return to **Kingston** and embark for the final run to the **Homeland**, arriving in New York four days later, after an experience as delightful as it is novel for the North American traveler.

The number of guests is limited to about ten, the leader is an expert on South America, and the arrangements in every detail will be in accord with the Collver Tours' invariable policy of absolutely the best of everything — away-from-the-usual at every possible point, as in the case of our Japan and Round the World Journeys.

Early registration is important as affecting the choice of steamship accommodations and because of the small membership.



Time Schedule of The Grand Tour of **ALL SOUTH AMERICA**

The preceding pages giving Descriptive Details.

The length of time shown as at the various places is approximate and is subject to slight modification when made necessary by the various Steamship Companies' schedules. These are not definitely announced at the time it is necessary to send this book to the press: a definite schedule of dates will be issued shortly before the departure of each party.

The Annual Tour will begin the latter part of January or the first of February.

(The Colver Tours Company announced, in Nineteen Hundred Five, the First Tour of All South America.)

See preceding pages for Details.

First Day. Steam from New York by one of the excellent steamships of the new "Brazil Line" established and maintained jointly by the **Hamburg-American Line** and the Hamburg-South American Steamship Company.

BRITISH WEST INDIES.

Sixth Day. Stop at Barbados.

BRAZIL.

Thirteenth Day. Visit Pernambuco.

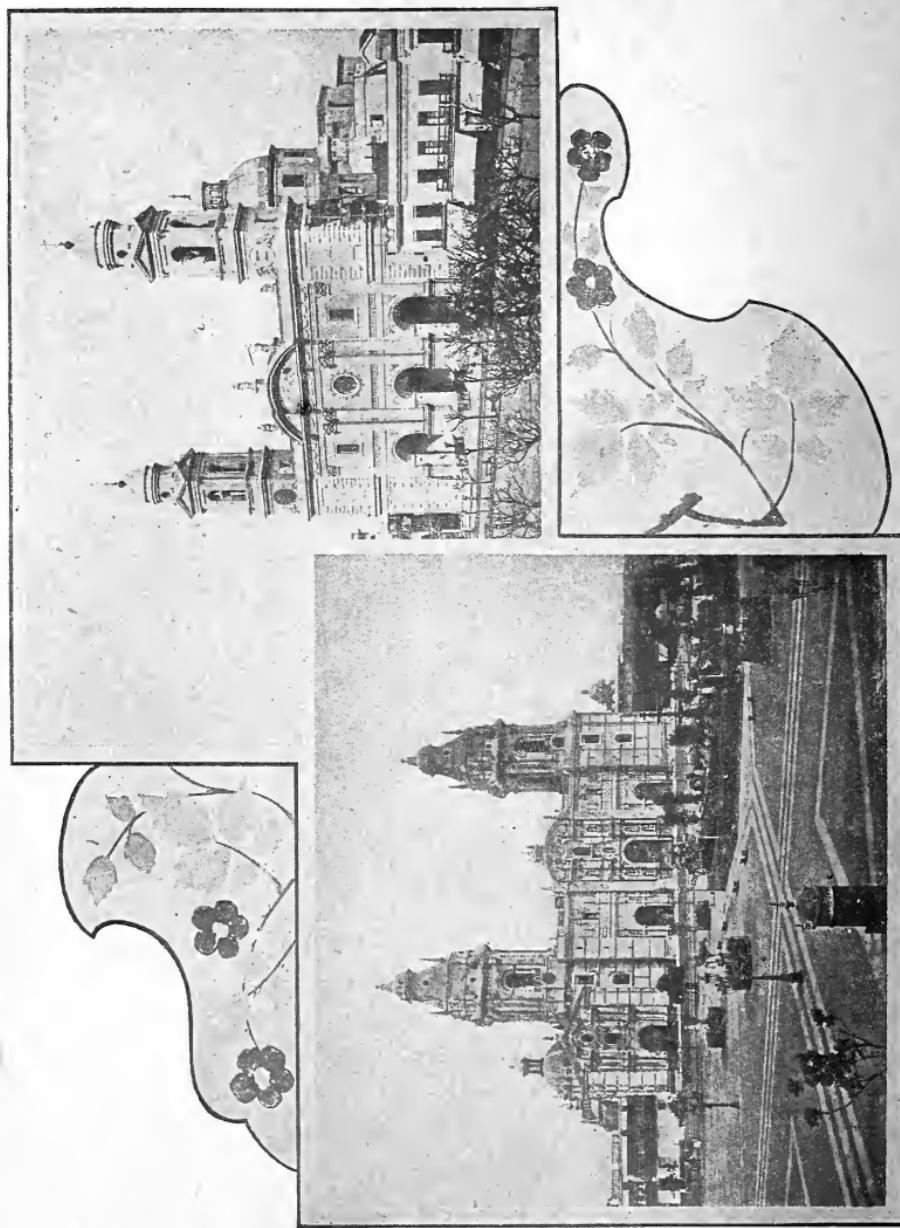
Fifteenth Day. Call at Bahia — San Salvador.

Eighteenth Day. Arrive at Rio de Janeiro.

Twenty-seventh Day. Leave Rio.

Twenty-eighth Day. At Santos and Sao Paulo.

Ecclesiastical Architecture.





URUGUAY.

Thirty-first Day. To be spent at Montevideo.

ARGENTINA.

Thirty-second Day. Arrive at Buenos Ayres. Excursions to Rosario and La Plata.

Thirty-ninth Day. Leave Buenos Ayres.

URUGUAY.

Fortieth Day. A return visit to Montevideo.

THE FALKLAND ISLANDS.

Forty-fourth Day. Stop at Port Stanley.

CHILE.

Forty-seventh Day. Arrive at the city "Farthest South" in the world, Punta Arenas, in the Strait of Magellan.

Fifty-first Day. Call at Coronel.

Fifty-second Day. Arrive at Talcahuano, the port of Concepcion, and take train to the capital city, Santiago.

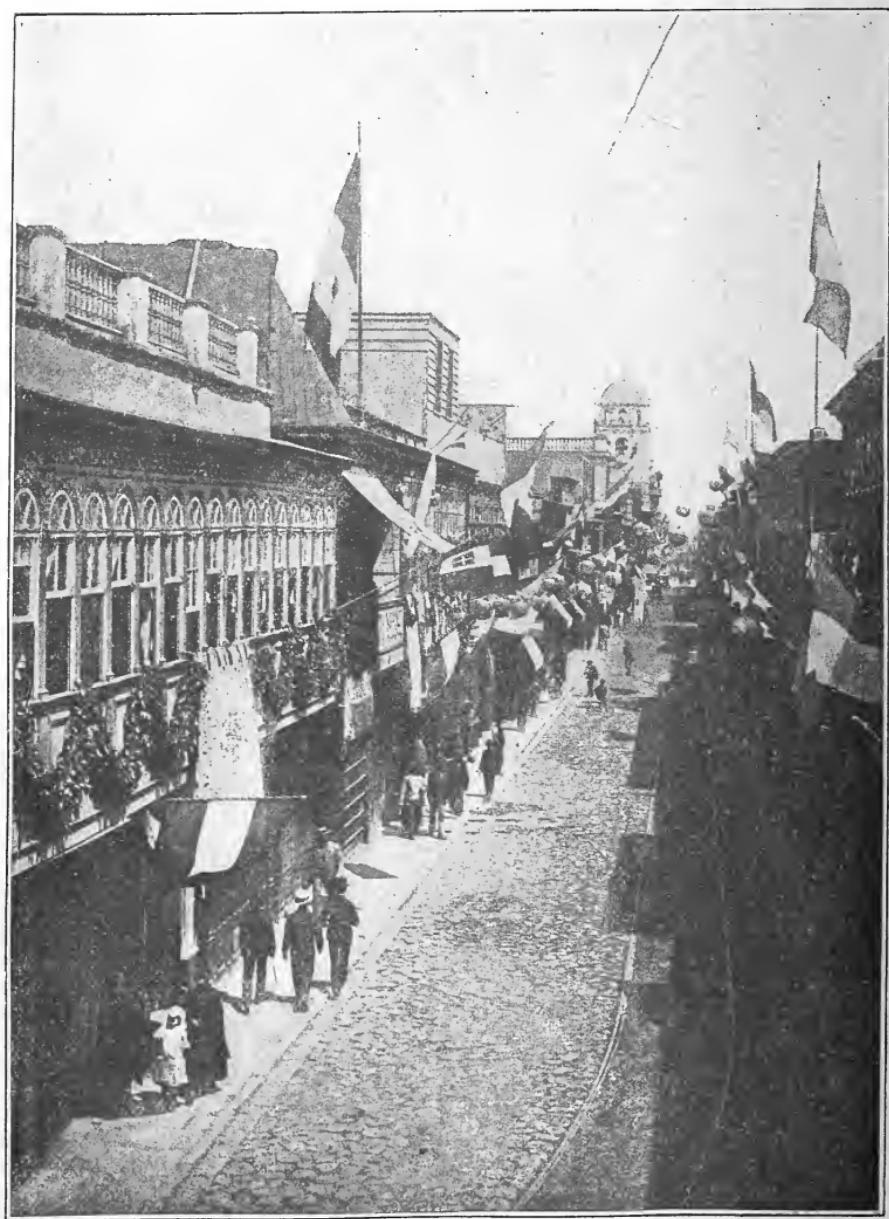
Fifty-seventh Day. Leave by train over the Trans-Andean Railway for Valparaiso, a delightful five hours' run. Excursion to Vina del Mar.

Sixtieth Day. Sail from Valparaiso by one of the comfortable steamships of the Pacific Steam Navigation Company, beginning the trip up the west coast of the Continent.

Incidental stops are made at Coquimbo, Huasco, Taltal, Caldera, Chaneral, Antofogasta, and Iquique.

Members have the option of taking the train from Iquique to Pisagua for the purpose of visiting the famous nitrate beds, returning to the steamer at the latter port.

Another call is made at Arica.



A "Pan-American" Street Scene.



BOLIVIA.

Sixty-sixth Day. Arrive at **Mollendo** and disembark. From this port is made a journey of extraordinary interest into the interior, including the city of **Arequipa**, an ascent of **The Andes** to a height of about fifteen thousand feet, **Lake Titicaca**, **Tiahuanaco**, **Alta La Paz**, **La Paz**, and a view of the **Island of the Sun** and of **Mount Sorata**. Return to **Mollendo**.

Seventy-third Day. Sail in the evening. The steamer calls at **Lomas**, **Pisco**, and **Cerro Azul**.

PERU.

Seventy-sixth Day. Arrive at **Callao** and proceed to **Lima**, the capital of Peru, half an hour distant.

Excursion over the wonderful **Oroya Railway** to **Oroya**, returning to **Lima**.

Eighty-fourth Day. Proceed to **Callao** and again steam northward.

Eighty-fifth Day. Stop at **Salaverry**. Excursion to **Trujillo** and the **Gran Chimu**.

Eighty-sixth Day. Call at **Pacasmayo**.

Eighty-seventh Day. Stop at **Paita**, the port of **Piura**.

ECUADOR.

Eighty-eighth Day. At **Guayaquil**.

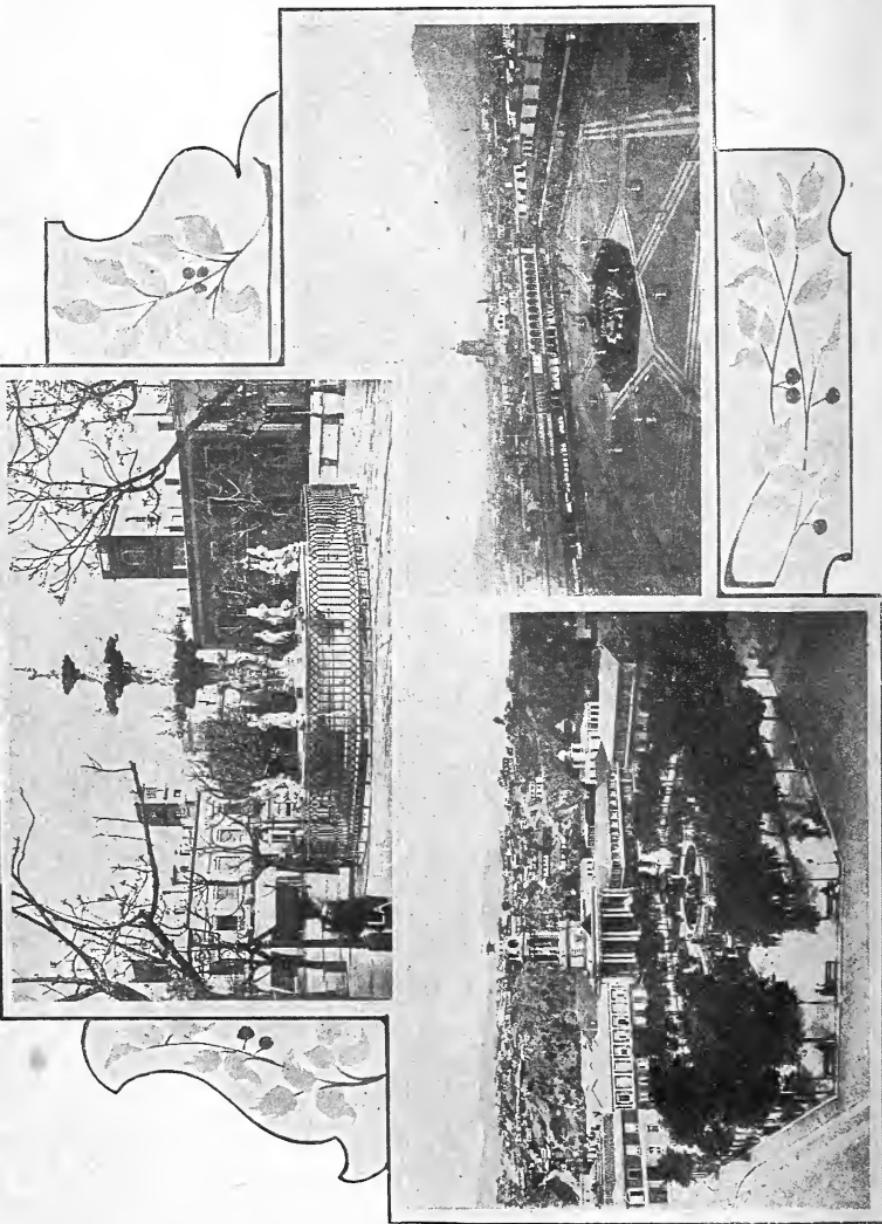
THE Isthmus of PANAMA.

Ninety-second Day. Arrive at **Panama** (Ancon). Excursion to the **Island of Toboga**. Visit the **Culebra Cut** and various other interesting points of excavation in **The Canal Zone** and proceed to **Colon**, the Atlantic terminus of the Canal.

Excursion to **San Lorenzo** and on the **Chagres River**.

Ninety-seventh Day. Sail by Hamburg-American steamer for

A Group of Plazas.





JAMAICA.

Ninety-ninth Day. Arrive at **Kingston**, Jamaica, and continue by motor-car or carriage over beautiful roads to **Port Antonio**. The Government Botanical Gardens in the Blue Mountains will be visited. After a night at Hotel Titchfield return to Kingston.

One Hundredth Day. Sail from **Kingston** for New York.

One Hundred Fourth Day. Due in New York, the entrance to the Home-land.

Charge, inclusive of all expenses excepting wines and laundry charges, On the Highest Possible Plane, Fourteen Hundred Seventy-Five Dollars.

AS TO ENVIRONMENT.

In considering our charges in comparison with those of other firms we wish to direct your attention to the elasticity of the term "First Class" as applied to travel accommodations. Perhaps one illustration will suffice to indicate how certain tours may legally be announced as affording "first-class" accommodations and yet not give the kind that the best type of travelers demand — and it is those who demand the best obtainable to whom The Colver Tours Company makes its appeal. Legally, the word "first class" is satisfied, on American railways, by the "Day-coach"—that is all a "first-class ticket" calls for — while the — but there is no need to pursue the illustration further, except to point out that it applies to hotels, the rooms in hotels, the kind of carriages used for the drives, the atmosphere of privacy, the absence of conspicuousness in methods, and many other details that mark the difference between mere first-classness and what discriminating people require. As a policy, we are not appealing to those who are satisfied with ordinary travel conditions, no matter how much respect we may have for them personally. Their wants are well supplied in the world of travel, and have been for many years, by large and, in their field, admirable organizations, so they do not need us.

But The Colver Tours Company is, we believe, alone in providing assistance in travel for people of cultivation and sensitive tastes.



The Colver Tours

Away-from-the usual

It is obvious that the necessary environment for the satisfaction and pleasure of our clients cannot be secured without greatly increased expenditure over the cost of a journey over any given route by the "usual" methods.

South American hotels of the better class are notoriously high in their charges; comparable in this way among the hotels of the world only to those of New York City. A low charge is simply incompatible with the environment that you, to whom we make our appeal, expect and demand in travel.

A less charge for a similar tour necessarily involves for you an undesirable and disappointing environment.

The Colver Tours Company announced, in Nineteen Hundred Five, the First Tour of all South America.

Conditions and Suggestions

Each Party is limited to a membership of about ten persons. No place is considered reserved until a "Retainer" of Fifty Dollars each has been paid. The balance is payable not later than one month before departure.

Included in the Rates:

First-class railway, steamer, and hotel accommodations for the route and time as advertised in the itinerary foregoing. It is the intention to use none but the best hotels, and, excepting only suites, we invariably order the best rooms in them for our guests. The first-class steamship accommodation is assigned in accordance with the rules of the various Steamship Companies.

All Transfers between hotels, stations, and wharves.

Baggage: Transportation, transfers, and portage of both large and small pieces, with an allowance of one large trunk, one steamer trunk and hand baggage.

Carriages, for all the "sights" and excursions, as indicated in the program.

All gratuities to hotel servants, porters, train-guards, and steamship stewards, while with the Director, and for all sight-seeing.



Services of the Tour Manager, local guides and interpreters. In short every necessary expense is included, if one excepts such distinctly personal matters as wines, mineral waters, and laundry charges.

Cautionary. The contractor cannot hold himself responsible for expenses occasioned by the irregularity or changes in schedule of steamers, imposition of quarantine, or any casualties or circumstances beyond his control. All possible care is taken of passengers' baggage but no responsibility can be accepted in the improbable event of loss of, or injury thereto.

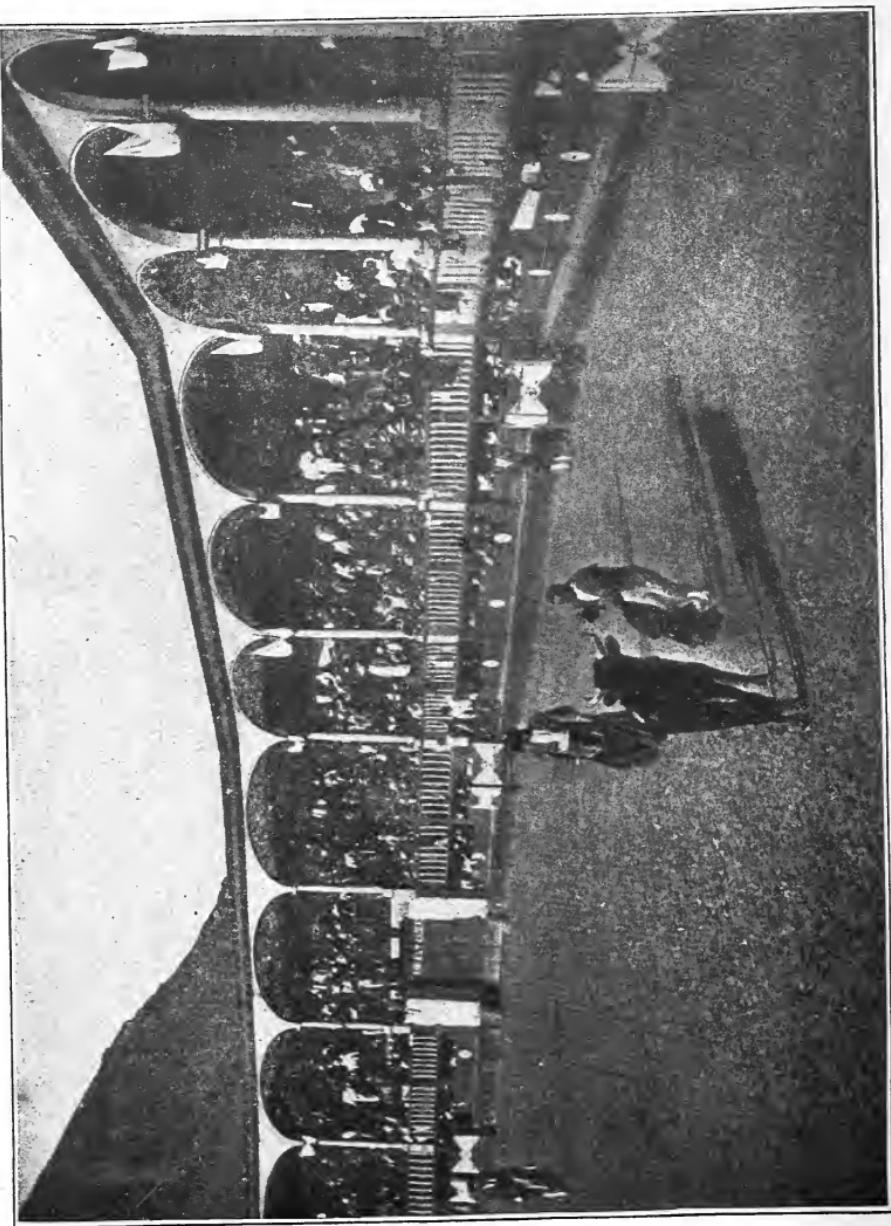
Should the contractor consider it advisable to withdraw the tour herein announced on account of war, quarantine, or any other cause (of which, however, there is no likelihood), the return to members of all monies paid shall absolve him from all liability in respect to such tour.

Clothing. Medium weight clothing and outer coat will be required for the excursions to "hill" stations, but for a large portion of the journey the very lightest of summer clothing will be necessary.

Dinner dress according to taste of the individual.

Personal Funds. The Colver Tours Company issues Letters of Credit and Travelers' Cheques through Messrs. Brown, Shipley & Company, of London, at the usual banker's rates, available in all parts of the world. Particulars on request.

A South American Bull Ring.





We Refer You

To any of the following travelers who have personal knowledge of the Collver Methods:

- | | |
|--|---|
| Mr. and Mrs. J. Howard Taylor,
New York City. | Rev. A. Z. Conrad, D.D.
Park Street Church, Boston. |
| Miss Charlotte D. Leney,
Montreal. | Mr. J. B. Tangeman,
Cincinnati, O. |
| Dr. William Briggs, L.L. D.
Cambridge University, Eng. | Mr. John C. Thompson,
Crescent Athletic Club,
Brooklyn, N. Y. |
| Mrs. H. P. Adams,
Boston. | Mr. and Mrs. Cyrus D. Roys,
Elkhart, Ind. |
| Mrs. L. T. Hay,
Los Angeles. | Mrs. C. F. Holt,
Salem, Mass. |
| Mr. Lorenzo Leland, President First
National Bank, Ottawa, Ill. | Mr. and Mrs. Edward J. Parker,
Quincy, Ill. |
| Mr. S. E. King,
Ottawa, Ill. | Miss Margaret Bull,
Chicago. |
| Rev. Fred B. Hill,
Providence, R. I. | Mr. and Mrs. J. C. Woodbury,
Rochester, N. Y. |
| Mrs. J. A. Miller,
Gloversville, N. Y. | Mr. and Mrs. A. H. Motley,
Rochester, N. Y. |
| Mrs. William Perkins Tyler,
New York City. | Mr. John Eaton, President Board of
Trade, Pittsburg. |
| Mr. George Harbeson,
New York City. | Maj. Lee S. Smith,
Pittsburg. |
| Mr. and Mrs. C. N. Dietz,
Omaha. | Curtis E. Pierce, Esq., Attorney,
Bay City, Mich. |
| Mr. Gould Dietz,
Omaha. | Mrs. W. W. Blackmar,
Boston. |
| Hon. Harrison L. Beatty,
Bainbridge, N. Y. | Miss F. R. Brewer,
Boston. |
| Mr. and Mrs. M. H. Walker,
Westboro, Mass. | Mrs. William Vernon Wolcott,
Boston. |

If you have no acquaintance amongst the above, other names will be given on application, of people in your own part of the country.

THE COLLVER TOURS

(AWAY-FROM-THE-USUAL)

ROUND THE WORLD

EXCEPTIONAL JOURNEYS UNDER ESCORT

OF FROM FOUR AND A HALF MONTHS

TO A YEAR IN DURATION

AT THE RATES OF

\$1650 — \$2350 — \$2750 — \$4750

THE HIGHEST POSSIBLE PLANE OF TRAVEL

EXCLUSIVE ENVIRONMENT

UNIQUE ROUTES

JAPAN-CHINA

TOURS INCLUDING CHARMING PLACES

RARELY VISITED

INDEPENDENT TRAVEL UNDER ESCORT

THE COLLVER TOURS COMPANY

368 BOYLSTON STREET, BOSTON

34 WATER STREET, YOKOHAMA

Offices and Agents all around the World



LIBRARY OF CONGRESS



0 015 807 385 7